

The Qu'Appelle Progress.

Vol. IV.

QU'APPELLE, N.W.T., FRIDAY, MARCH 15, 1889.

No. 19.

Business Directory.

QU'APPELLE.

QUEEN'S HOTEL,
G. S. Davidson, Proprietor.
LELAND HOUSE,
Love & Raymond, Proprietors.
S. H. CASWELL,
General Merchant.
J. P. BEAUCHAMP,
General Merchant.
G. H. V. BULYEA,
Insurance and General Agent, Dealer in Flour and Feed, Furniture, etc.
WM. BRYDON,
Chemist and Druggist.
C. E. CULLEN,
Real Estate Agent.
HARTLEY GIBBORNE,
District Superintendent of Government Telegraphs.
JAMES WEIDMAN,
Book and Job Printer and Publisher.
A. J. BAKER,
Immigration Agent.
G. W. ROBERTS,
Meteorologist.
P. E. DURST,
Watchmaker and Jeweller.
W. H. BELL,
Wholesale and Retail Butcher. Leader in Fresh and Cured Meats, Sausages, etc.
A. MCKENZIE,
Baker, Dealer in Fruits, Confectionery, etc.
J. G. MCKENZIE,
Merchant Tailor.
J. B. MILLIKEN & CO.,
Harness and Saddlery.
S. H. COLLINS,
Boots and Shoes.
D. H. McMILLAN & BRO.,
Qu'Appelle Millers.
J. A. COWAN,
General Agent for A. Harris, Son & Co's Agricultural Implements, Qu'Appelle Stn.
H. A. AXFORD,
Agent for Massey Manufacturing Co. Complete farmers outfit always on hand.
A. C. PATERSON,
Foreman & General Agent.
THOMSON & NELSON,
Lumber Merchants and Insurance Agents.
J. H. MACCAUL,
House, Sign and Carriage Painter.
J. B. ROBINSON,
Contractor, Builder, etc.
J. BURGHALL & SONS,
Builders & Contractors.
LEESON & SCOTT,
Prince Albert Mail Stage line leaves Qu'Appelle every Tuesday morning.
R. JOHNSTON,
Livery, Feed and Sale Stable.
W. G. VICARS,
Livery, Feed and Sale Stable.
J. DOOLITTLE,
Dealer in Bricks.
J. McEWEN,
General Blacksmith.
FRANK MARWOOD,
General Blacksmith.
J. C. PRICE,
Carriage and Wagon Maker.
CANADA N. W. LAND CO.,
Leslie Gordon, Agent.
E. WISMER,
Tinsmith, Dealer in Stoves and Tinware.
J. R. BUNN,
Contractor in Plastering, Kalsomining, Brickwork, Stonework, etc.
E. J. WEIDMAN,
Dealer in Books, Stationery, etc. Agent for Organs and Sewing Machines.
W. SYME REDPATH,
ADVOCATE, NOTARY PUBLIC,
Issuer of Marriage Licenses
AND INSURANCE AGENT.
Box 42.
QU'APPELLE, N.W.T.
J. F. GUERIN, L.D.S.,
DENTAL SURGEON.
QU'APPELLE.
OFFICE on Main street, Qu'Appelle.
W. T. THOMPSON, D.T.S.,
DOMINION LAND SURVEYOR AND
CIVIL ENGINEER.
QU'APPELLE STATION.
G. S. DAVIDSON,
LICENSED AUCTIONEER
For the North-West Territories. Sales conducted on the shortest notice. Arrangements can be made at any office, or at the Auction Office.
QU'APPELLE.

LESLIE GORDON,
ADVOCATE, NOTARY PUBLIC, CONVEYANCER,
COMMISSIONER FOR MANITOBA, &c.
Agent for Canada North West Land Co.
and Qu'Appelle Town Site.

FIRE & LIFE INSURANCE. MONEY TO LEND.
QU'APPELLE STATION, N.W.T.

R. DUNDAS STRONG, R. A.,
LATE OF SUPREME COURT, ENGLAND,
NOTARY PUBLIC,
Advocate for North West Territories,
Solicitor, &c.

Money to Lend. Fire, Life and Accident Insurance effected.
QU'APPELLE STATION, N.W.T.

NOTICE.

NOTICE is hereby given that all parties removing manure or other nuisance must deposit same north of Seventh Avenue and east of Tassara Street, or they will be prosecuted to the utmost extent of the law.
JAMES FAIR,
Health Inspector.

STRAYED.

ON NOV. 7th, Two Strawberry roan horses, one 8 years old, docked tail star on forehead, MP on high shoulder, 21 on off hip, white high hind heel. The other 5 years old, other brand on right shoulder, blazed face, long dark tail, brand vented. Apply to Sergeant Flinck, N.W.M.P., Regina Barracks. Reward offered.
Regina, Feb. 2, 1889.

GRENFELL.

—The Grenfell Agricultural society has determined to hold a spring show of stallions and bulls on the 27th of April.

—Attention is directed to the advertisement of Grenfell school in another column. The trustees have determined to erect a school building worthy of the town, and are advertising their debentures to be voted on the 28th inst.

—Mr. J. Fotheringham is advertising native maple trees for spring planting. His trees are two years from the seed, and have made a fine growth. He transplanted 1600 of them last spring and the percentage of loss was unusually small which shows their having been grown under superior conditions.

WHITEWOOD.

(From our own correspondent.)

—Skating is the order of day and night.

—We are glad to see Dr. Bird round again.

—Dr. and Mrs. Meyers, of Roland

Valley; Mr. Cooper, London, Eng.; Rev. Mr. McKettrick, Green Valley; Rev. Mr. Gettee, Carlyle.

—Commercial.—Mr. Bole, Regina; H. Bernard, Cleve'and, Ohio; Davis White, Montrose; Alex. Charles, San Francisco; W. Soderberg, Kasper, Englebrekt, New Stockholm; C. Hammersbug, Field, B. C.; J. Cassidy, Sunnymead; C. McLean, Moosomin; Mr. and Mrs. Leroy Wright, H. W. Brown, Winnipeg.

—Woodbine.—S. Emmanuels, Dr. Rutledge, Moosomin; Messrs. De Fourgette, De Langie, and Van Brabant, Sunnymead.

INDIAN HEAD.

EXPERIMENTAL FARM.

Mr. Mackay, superintendent of the Northwest farm, reports that he sowed Ladoga, Saxouka, Tulavera, Scotch Defence, Red and Scotch square head wheats in the spring of 1888. Tulavera matured late and was considerably hurt; Defence Red was so badly frozen as to be useless Scotch square head never headed out. The following are the

work on the Brandon Experimental Farm.

To the Editor of the Progress:

DEAR SIR, As a homesteader in the Municipality of Indian Head, I would venture to suggest to our Councilors that it does not appear to be in conformity with the municipal ordinance to entertain the application of the Clerk for the office of Assessor.

The ordinance specially says the Assessor may also be Collector but it would appear to be as far from its intention for the Clerk to be also Assessor as it is for one of the Councilors to be also Clerk.

The bitter experience which us homesteaders in the Municipality have suffered through the blunders of our Council is my only reason for writing you this letter.

Yours Truly,
HOMESTEADER.

IN BETTER HUMOR NOW.

"My son aged eleven, was cured of an eruptive humor that covered his head and face with sores, by two bottles of Burdock Blood Bitters and Pills," testifies Mrs. Mary Fulford, of Port Hope, Ont.

QU'APPELLE HUNT.

Nomad, writing in the Canadian Sportsman, says: "I see that a Hunt Club has been recently formed at Qu'Appelle, and am very pleased to note that the prospects for future success are in excellent. Mr. Peck is the Master, Mr. Spelling, Secretary, and the Executive is composed of gentlemen of the proper stamp to push the Club's interests vigorously. Five couples of hounds have been purchased from the Toronto Hunt, and suitable kennels will be built shortly, and everything will be lovely no doubt. The merry men of the Prairie town with the inquisitive name are slightly fond of a good horse, and full many of them have doubtless sported pink ere over their eyes romped over the Northern grass country.

They are great fellows, these Britons, and some of 'em would no doubt rather be alone with the yelling pack close to the brush of a stout red rogue, and with the field lost twenty minutes before, and the holdout of the first flight men three fields behind, than occupy the proudest position in State affairs. Yes, so 'tis, and the grand old British sport that has done so much to perfect the fiefs and nerves of men, who perhaps were later on destined to prove the value of their hunting training when leading a cavalry charge, has lost not one whit of its worth in centuries, and while we in Canada perhaps will never give it that prominence which it holds in "Merry England," still a deal of good can be got out of it. I trust the North-Western gentlemen will have many a rare day's sport, and hope to hear later on of many a "good thing" with the Qu'Appelle pack.

MIRACULOUS.

"My miraculous cure was that I had suffered from kidney disease for about two years, was off work all that time. A friend told me of B. B. B. I tried it, and am happy to say that I was cured by two bottles." Wm. Tarr, St. Mary's, Ont.

Count Von Moltke celebrated the 70th anniversary of his entry into the Prussian army today.

A GREAT SUFFERER.

The person who is afflicted with rheumatism is greatly to be pitied if they cannot get Haggard's Yellow Oil. This remedy is a certain cure not only for rheumatism but for all external aches and internal pains.

A PROFESSIONAL OPINION.

Dr. F. Guerin, M.D., of Lacombe, Ont., says regarding B.B.B. "I have used your excellent Burdock Compound in practice and in my family since 1884, and hold it No. 1 on my list of 'curative remedies.' Your three B's never sting, weaken or harm."



Qu'Appelle Farmer Threshing No. 1 Hard Wheat.



Threshing Scene in the Northwest.

BRICK FOR SALE

IN ANY QUANTITY
AT THE
Qu'Appelle Brick Yard.
J. DOOLITTLE.

\$20 Reward.

STRAYED OR STOLEN, a gray or blue speckled mare, white face, one front and one hind hoof, striped black and white; coming three years old; in foal. The above reward will be paid for any information leading to her recovery or for her return to the undersigned.
DONALD MACDONALD,
Qu'Appelle, Feb. 8. S. 24, Tp. 17, R. 15.

For Sale.

SPAN OF CHESTNUT Ponies, 14 hands, in feed to Mr. Green's horse of Indian 2nd match, one took 14 prize at Qu'Appelle fall show. Can be seen at Mr. Gault's, 36-17-15.

W. H. BELL'S
WORLD'S RUB
ALL KINDS OF RUBBER GOODS
AND ALL KINDS OF RUBBER
AND ALL KINDS OF RUBBER
AND ALL KINDS OF RUBBER

drie, are paying a visit to Winnipeg.

—Mr. S. Emmanuels, of Moosomin, is in town pushing the Insurance business.

—Rev. W. E. Brown, Incumbent of St. Mary's, is holding a series of Lenten Services.

—Rev. A. Hamilton has gone to Indian Head to attend the meeting of the Presbytery.

—Messrs. De Fourgette, De Langie and Van Brabant returned on Sunday from Winnipeg.

—Mr. Leroy Wright after 18 months absence has returned, but not alone, and has our congratulations and best wishes.

—We understand that Mr. De Carr, of Qu'Appelle Valley, is to leave us shortly, having been appointed to the Indian agency at Edmonton.

—The Young People's Association held a miscellaneous entertainment on Friday evening last, when Rev. Mr. McKay from Round Lake gave a lecture on an Eastern trip, the program being extended by various songs and readings, to a very good audience.

HOTEL REGISTERS

—Royal.—Mr. Gillespie, Winnipeg; Mr. and Mrs. Sumner, Sumner; Mr. Armstrong, Qu'Appelle

particulars of the seeding, harvest and yield.

Ladoga—Sown April 20th; harvested August 21st; yield 29 bush.

Saxouka—Sown April 20th; harvested August 27th; yield 30 bush.

Tulavera—Sown April 21st; harvested Sept. 10th; yield 15 bushels.

Scotch—Sown May 1st; harvested August 27th; yield 23 bushels.

Defiance Red—Sown April 21st; not out.

Scotch square head—Sown May 1st; did not head out during the season.

Sixty varieties of apple trees, 12 crab apple trees, 30 plum trees, 34 cherry trees, 20 pear trees, and 3 peach trees were set out. They are all thriving. The cultivation of currants and gooseberries, raspberries, blackberries and strawberries is also being carried out. There are 20,000 forest trees including elm, ash, maple, pine, spruce, larch, birch, alder, cedar, catalpa, butternut, walnut, hickory oak, beech, larch and fir. Among the elms, ash and larch, soft maples, Norway spruce, and larch there were no failures. From 20 to 40 per cent of the cedar, butternut, walnut, oak, beech, basswood and sycamore failed. Experiments of fall wheat are being carried out. Mr. Bedford also furnishes a short report of the preliminary

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The Qu'Appelle Progress

IS A STRAIGHT

PROHIBITION PAPER

Making the Cause of First Political Importance.

Only One Dollar a Year in Advance.

FRIDAY, MARCH 15, 1889.

PROGRESS I

THE QU'APPELLE PROGRESS was established as a weekly newspaper in November, 1885, and from a small beginning an extensive publishing and printing business has been built up. The printing office when first opened had barely sufficient plant to print the paper and turn out a limited line of job printing, but the business grew so rapidly that in a short time a new 30-inch Peerless front lever paper cutter was purchased, and new type has been added from time to time till at present there is standing in the office eighty-four pages of a book with other job work while we are printing this issue of THE PROGRESS. The secret of this grand success has been the superior quality of the work done. The demand for our many colored one impression chromatic posters is not confined to the Qu'Appelle district alone; but orders have been received from points distant hundreds of miles and which came past other printing offices. THE PROGRESS book department has turned out one work of over 700 pages for the Northwest Government, which to-day is the largest and best printed book ever issued from any press in the North West Territories. Besides the above other books have been printed, and a large range of job printing is now done. THE QU'APPELLE PROGRESS commenced as a six page thirty column weekly, and was enlarged from time to time till the close of last summer when we adopted the present eight page forty column size, and it is now issued as an entirely home printed paper. At the low price of one dollar a year the subscription list has steadily increased till now it has a very wide circulation, 2,000 copies are issued this week. While generally endorsing the principles of the Conservative party, the policy of THE PROGRESS has been one of unflinching support of the Prohibition of the liquor traffic, subordinating all party considerations for the accomplishment of that great reform. The prohibitive provisions of the Northwest Territories Act have been steadily defended by THE PROGRESS. The business was begun in a rented building but a year and a half ago was moved into premises built and owned by the proprietor.

GOVERNMENT TELEGRAPH SERVICE.

NORTH WEST DIVISION.

The following is a brief history of the pioneer telegraph line in the Territories. When the government of Canada, 1872-73, decided upon the construction of the Pacific Railway, it was deemed advisable to erect a temporary or pioneer telegraph line between the west coast of Lake Superior, via Selkirk, and north of Lake Manitoba, to Fort Edmonton and thence via the Yellow Head Pass and the North Thompson to Cache Creek, B.C., and thence connect with the established government lines of that Province. The entire distances were estimated at 1779 miles made up as follows: Fort William, Ontario, to Selkirk, Manitoba, 410 miles; Selkirk to Livingstone, N. W. T., 295 miles; Livingstone to Edmonton, 517 miles; Edmonton to Cache Creek, 537 miles. Only 1300 miles of the above line were ever constructed. The line between Edmonton and Fort William and from a point on the North Thompson via Kamloops to Cache Creek were constructed. The lines mentioned above were transferred from the Department of Railways and Canals to the Department of Public Works, and incorporated with the Government Telegraph Service on the 1st July, 1882. That portion of the line between Selkirk and Fort William was handed over to the C. P. R. Co. during the year 1883.

In consequence of the change of route of the Canadian Pacific Rail-

road, and from the cost and physical difficulties in maintaining the line between Selkirk and Humboldt in working order, this portion of the Territorial lines was abandoned in the summer of '82 (about 435 miles abandoned), leaving only 419 miles of lines in the North West Division. In September '82 Mr. Hartley Gibson, Assoc. M. Can. Soc. C. E., an electrical engineer, who had been building telegraph lines for the Government Telegraph Service of Canada from March '80 to July '82 in British Columbia, was sent by the Government to take charge of the North West Division, as District Superintendent and Electrician.

During the Fall of '82 a telegraph line was commenced to connect the town of Qu'Appelle via Fort Qu'Appelle and Touchwood with Humboldt. On account of the early winter and the great difficulty to get materials and men, the line was not completed until August '83. This made a total of 563 miles of line. The material principally used on all the lines were a very inferior glass insulator, No. 9 galvanized wire, and poles 21 ft. long by a diameter of 2 1/2 in. of populus alba, populus balsamifera, and populus tremuloides.

Prince Albert, a very important town, then by far the largest place in the Territories, was connected with the main line by a branch line via Clarke's Crossing and Duck Lake during the Fall of '83.

During the months of May and June '85, two first class telegraph lines were built for military purposes, at an average rate of nearly 7 miles per day, from Moose Jaw to Wood Mountain, 96 miles; and from Dummore to Fort McLeod, 13 miles. Two short lines were also built from Edmonton to St. Albert, and from Saskatoon to Clarke's Crossing, the former 9 miles, the latter 16 miles. During the year of

the rebellion of the Indians and Metis the agents of this Service in charge of telegraph offices often in isolated places showed great courage, especially Mr. Molloy, agent at Clarke's Crossing, who hid his family in the bush, and then went and attended to his duty at the risk of his life.

During the year '86 the Government decided to abandon the line from Edmonton to Battleford via Eleanor and to rebuild all the lines, using cedar, tamarac (larix Americana) and iron poles in place of the poor poplar poles formerly used, and to use "G" porcelain insulators, and to build a new line from Battleford to Edmonton via Fort Pitt, Onion Lake, Frog Lake, Saddle Lake, Victoria and Fort Saskatchewan. The whole of this work was completed by October, '88. 90 miles of iron poles were used between Battleford and Fort Pitt. The length in miles of telegraph lines in the North West Territories belonging to the Government Telegraph Service is about 920 miles. The headquarters of the North West Division was at Battleford until October, '88; then it was removed to Qu'Appelle, which is a more convenient place and the most important town between Brandon and Calgary.

The second number of the Prince Albert Critic is to hand. It is printed on a cyclostyle, but about the time the copy we received was being printed the machine must have been sick, as it is not as readable as it might be. Still the Critic shows good penmanship, and the articles are well written. It also contains a large amount of excellent reading. But the matter may be ever so good, if not clearly printed, it will create a bad impression upon the public. We wish the Critic such a degree of success that it will soon be issued from a regular printing press.

The Dominion Illustrated weekly for March 2nd contains the usual number of fine illustrations. This publication was commenced nine months ago and it has maintained throughout the excellence of its engravings. Its illustrations have no superior either in America or Europe. They are equal to a first class photograph. The number for March 9th will contain a pictorial record of the Montreal carnival. The publishers are G. E. Desbarats & Sons, Montreal.

A REVOLUTION.

In our last issue and also in this we give a number of articles taken by permission, from a book published by Mr. C. T. Lewis, of Indian Head. The object of the writer in issuing the book is to popularize what may be called "A Revolution" in the relation of the intended-to-be-married and the newly-married with the railway or steamship passenger transportation companies. Mr. Lewis's scheme has met with the unqualified endorsement of the poets of the Northwest Territories and everywhere in the Northwest the deepest interest is taken in the matter. The publication of Mr. Lewis's book has so raised the hopes of our bachelors that it is trusted the C. P. R. will soon adopt the scheme. Leading railway officials frankly admit that it does indeed meet one of the great wants of the West. We are convinced all that remains is to give the scheme a practical test to secure its speedy adoption as one of the standing regulations of all passenger transportation companies. As the certificate is self-explanatory we give a copy of it below. The copy contained in the book which was printed at THE PROGRESS office, was handsomely executed in colors. The following is the form of the certificate:

LOOK OUT FOR IT.

If you are troubled with a cold or cough, however light the attack, look out for it, do not allow it to settle on the lungs; break up the cough by loosening the tough phlegm with Haggard's Pectoral Balm.

J. Burghall & Sons,

CONTRACTORS & BUILDERS

P. O. Box 409, Qu'Appelle

Jobbing Punctually attended to.

SEED OATS.

1000 BUSHELS OF GOOD

EGYPTIAN OATS,

Free from other grain or weeds, are offered for sale at 30 cents per bushel.

H. Q. STILLBORN.

Sec. 28, T. 21, R. 9

Pheasant Forks, March 13, 1889.

TREES.

NATIVE Maple for spring planting, averaging about two feet high, well rooted. Price, \$5.00 per hundred.

Trees from 6 to 9 feet, 25 cents each.

JOHN FOTHERINGHAM.

Sec. 34, T. 15, R. 8.

Grenfell, March 14, 1889.

BULL FOR SALE.

HIGH GRADE BULL, two years old, color dark red.

JOS. FESSANT

Sec. 4, Tp. 19, R. 15.

Edgely, March 14, 1889.

The Union Credit Protective Association.

FOR Province of Manitoba, North West Territories and British Columbia, or any part of the United States. Main office, 455 Main Street, Winnipeg, Man. OBJECT—To make people pay their bills who can and won't. Changing their name, or moving, cuts no figure, having Attorneys in every town, are very easily found out. O. E. COLLINS, Gen'l Manager. LESLIE GORDON, Solicitor, Qu'Appelle.

NOT TRANSFERABLE.

NOT GOOD FOR A PASSAGE.

PASSENGER'S Return Rebate MARRIAGE Certificate.

Copyrighted in Canada, Aug. 29, 1887, by C. T. Lewis, Author, Indian Head, N. W. T., Canada.

Copyrighted in United States, Oct. 7, 1887, by G. W. Craft, Proprietor, Indianapolis, Ind., U. S.

Mr. _____ having purchased one _____ Class Ticket No. _____ from _____ to _____ over this company's lines, for which he paid the sum of _____ Dollars, subject to the conditions on the back hereof, will on fulfillment of said conditions be entitled to the following rebate, viz: _____ Dollars, provided this Certificate after having been completed, is duly surrendered within _____ months at any regular ticket office of this company, or connecting lines, when the holder thereof purchases two regular tickets, for himself and wife, over this company's lines back to the originating station or any point covering the double journey.

SIGNED, _____

Stamp of Issuing office. _____

COUNTERSIGNED, _____

General Passenger Agent. _____

Ticket Agent. _____

Holder of Certificate. _____

Instructions to Ticket Agents.

The agent who issues this Certificate will use every precaution to protect the interests of the company and public by granting this certificate only to those for whom it is intended, and when issued will be held responsible for seeing the same properly signed and plainly stamped. When issuing this certificate for wedding trips the agent will be careful to stamp the same and write the name of the purchaser in the blank space at top for that purpose, but he must in no case sign the Certificate until tickets are purchased. The Certificate may be mailed to any applicant paying for the same under similar conditions as when personally asked for, and will be good for six months after date thereof.

(Reverse Side of Certificate.)

CONDITIONS.

To entitle the holder of this Certificate to the amount of rebate specified thereon, he must have been married between the dates stamped hereon, by the office at which he procured this Certificate, and that stamped hereon by the office at which this Certificate is duly surrendered in its complete form, providing always that the time does not exceed SIX MONTHS, when the Certificate shall be null and void; and the following Marriage Certificate must in all cases be properly executed, signed by the officiating clergyman, and witnessed by two responsible parties.

MARRIAGE CERTIFICATE.

This Certifies that Mr. _____ of _____ and M. _____ of _____ were solemnly united by me in the holy bonds of matrimony at _____ this _____ day of _____ 18 _____.

TWO WITNESSES,

SIGNED,

Officiating Clergyman.

TO TICKET AGENT.

Dear Sir: Having complied with the terms of this Certificate, please supply me with two regular tickets from _____ to _____ for myself and wife.

Yours truly,

Agent.

Holder of Certificate

Instructions to Ticket Agents.

The Agent to whom this Certificate is surrendered when complete, will be careful to note if any erasures have been made in the amount of Rebate, originally specified thereon, and when satisfied that the contract has been carried out in good faith by the holder thereof, will honor the same, sending the complete certificate to the Auditor as a voucher taking credit in weekly statements.

If You would Reap a Big Harvest & NO SMUT,
Buy your Blue Stone at the Qu'Appelle MEDICAL HALL.

The Qu'Appelle Progress

Published every Thursday
At The Progress Printing Office, in the
Town of Qu'Appelle, Assiniboia, Canada.

Prohibition First in Politics.

Subscription price, \$1.00 per annum, invariably in advance; single copies 5 cents.
The publisher reserves the right to refuse to insert advertisements of a questionable or objectionable character.
Address, JAMES WEIDMAN,
Qu'Appelle Station, Assin.

FRIDAY, MARCH 15, 1889.

A REVOLUTION IN RAILWAY TRAFFIC.

From a book entitled "The World's Return Rebate Marriage Certificate, or the Want of the West," by permission of the Author, Mr. C. T. Lewis, Indian Head, N. W. T.
A copy may be procured from the Author by mail for 25 cents.

THE CERTIFICATE FOR WEDDING TRIPS.

The important announcement that the Marriage Rebate Certificate can be used by the general public in securing reduced rates must greatly enhance the value of the invention and makes it of universal interest, as it meets a want that finds an echo in every breast. And it can be done, not only without loss to the transportation companies, but we are confident that it would become an important factor in winning new traffic, as it would hold out inducement to young people and others entering the matrimonial relation to more extensively patronize our railways and steamships. The thing looks so natural and reasonable on the face of it; besides the inherent desire of the newly married people to hie away and spend the honeymoon. Society demands it, and it is a growing tendency of the age. The Certificate is therefore opportune and is just what is required to please the masses and serve the interests of the railways. We want more mutual policies, instead of waiting for the people to arise and by their votes and voice in the councils of the nation demand reform with a vengeance as is sometimes rashly done. The men that handle these great national highways of travel, are the shrewdest of men and should anticipate the wants of the people and be the first to move in these matters that must come with time.

The people using these Certificates for wedding trips would be traveling exclusively for pleasure. They would in no way interfere with others paying regular rates who are on business. Hence no room for complaint, for the man of business might want to take advantage of the Marriage Rebate to-morrow, it being a once in a life time policy. Thus its benefits would extend to all classes, as all marriageable people could have one opportunity of using it if they so desired, providing they complied with its very pleasant and natural conditions.

MODUS OPERANDI.

To meet the wants of the masses we propose that the Certificate be placed on sale at all booking stations and that it be issued at any time called for by the patrons of our railways, the same as a marriage license. The same certificate can be used for ordinary wedding trips as will be required for colonization purposes as already described, only the *modus operandi* must necessarily be somewhat different. The copyrighted conditions necessitates the certificate being stamped by the originating office before marriage, hence the holder must possess the certificate otherwise lose the benefit it confers in enabling him to get reduced transportation. In order to make it available to the public, the form can be issued at any time from the office where the would be bridegroom and his bride purpose buying their tickets for the wedding trip after marriage. He can call personally or send by a friend, or if at a distance simply writes the ticket agent enclosing the price of the certificate and does not forget to enclose a postage stamp or two to pay return postage, when the agent mails him the form, and before doing so stamps it and fills in the

name of the applicant, that is all. He must not sign his own name as a precaution until the holder comes and buys two tickets, when the ticket agent again stamps the certificate with his official stamp to distinguish it from those issued for colonization purposes and to indicate the date tickets were sold. Then the same directions apply to this Certificate as in the case of the other. Whatever the Rebate allowed by the company issuing it under this policy is then specified and only obtainable on condition of the holder and his bride returning within six months, when the receiving agent honors it as in the colonization plan, and it becomes a voucher without any correspondence or delay whatever. Once this system is inaugurated and understood it must attract to our great transcontinental lines of travel a largely increased passenger traffic, because of the handsome rebate offered, say from \$50.00 to \$100.00 on the purchasing of four tickets across the continent. Thus, for the sake of getting the reduced rates open to married couples once in a life time, patrons will be induced to spend more money than under the regular passenger rates, while many others would be induced to travel that under other circumstances would not go at all. The rebates could be increased or reduced at the option of the company interested.

BRIEF HISTORY OF RAILWAYS.

The origin of these now vast enterprises, is traced to a simple original contrivance for the transit of coal from the mines in Northumberland, England, and takes us back to some time between 1602 and 1649 but not till about 1702 was there any marked advance on the original tramway. The invention of the steam locomotive, was the work of successive geniuses. Watt first demonstrated the practicability of steam engines. Richard Trevithick has the merit of inventing the first self-acting steam carriage in England in 1801. He took out a patent and attracted the attention of thousands in London by exhibiting his novel machine, and in 1804 he utilized his machine by drawing wagons on a crude railway; it drew only ten tons of bar iron at the rate of five miles an hour. George Stephenson made such success with his locomotive on the Killingworth railway in 1824 that it was afterwards applied on the Stockton and Darlington railway for which the first act of parliament was passed in 1821. Stephenson was greatly aided and encouraged by Edward Pease. Notwithstanding the proved feasibility of railways the public took little interest in their development at first. The idea of railway systems was first conceived by Thomas Gray of Nottingham, but he was no mechanic though full of enthusiasm. He worked on the exploded idea that locomotives must have cogged wheels. The opening of the line between Liverpool and Manchester on the 15th September, 1825, which was surveyed by Stephenson and supplied by several of his improved locomotives may be regarded as the first successful inauguration of railways. In America, as early as 1782, Oliver Evans, of Philadelphia, patented a steam wagon, but it was not until 1829 that a locomotive was actually running in America and it was built by George Stephenson, the English engineer. The first American engine was the "Tom Thumb," constructed by Peter Cooper and was placed on the Baltimore & Ohio in 1830. This road was commenced in 1828, and in 1831 carried more than 80,000 passengers and about 6,000 tons of freight. It will interest the reader to know, the name of the oldest locomotive engineer in America, if not in the world. Henry G. Raworth, now of Augusta, Georgia, will soon see his 77th birthday if his valuable life is spared, was born Dec. 15th, 1811, in Charleston. He stood at the lever of the "Best Friend," after it had been rebuilt and named the "Phoenix." This was in 1834 on the old South Carolina road. Raworth has seen fifty years of active service and only stepped down from the footboard of his engine for the last time a few

years ago. At the close of the present year, 1888, there will be about 170,000 miles of railway in Canada and the United States. At the close of the last fiscal year the capital stock of the railways of the United States amounted to \$4,191,562,029, and their total liabilities \$8,896,431,214, while their total assets exceeded their liabilities by \$303,523,301. Railways are now the order of the day in all parts of the civilized world. Even walled China must give place to the steam engine, and it is now announced that a railway is to be built between the Mediterranean and Jerusalem, once the city of the Great King and the pride of the whole earth. Change cars for Jericho, Dan and Beersheba will soon be heard by the traveller visiting the city of Solomonites and the humble birth place of the Prince of Peace.

The Railways of the world are today estimated to be worth five or six thousand million pounds sterling, representing one tenth of the total wealth of all civilized nations. The aggregate plant used in all manufacturing industries cannot equal it in value, and the capital engaged in banking is but a trifle in comparison. Take the world's whole stock of money of every kind, gold, silver and paper, and it would only purchase a third of its railroads, such is the record of fifty years. What of the future.

LIFE ON THE RAIL.

Railway service is military in its organization. The great Alexander never had more thorough command of his all conquering army than does the general executive officer of any of our great railway systems of today, with their thousand of employees, all at their various posts of duty, and as a whole the men in a sense when properly treated, are as loyal to the companies and are as ready to do and to dare as the faithful soldier who without hesitation goes forward to duty at the word of command. And as the success of any military organization depends greatly on its generalship, upon the qualities of its various officers to command respect and cheer the men on to duty often amid difficulties and discouragements, so it is of the highest importance to the successful operation of our great railways and to the men employed to have good officers, men who though exacting are just and impartial. Men whose word is relied on; who can feel for the men under them, having been there themselves; men, who know the value of a kind word and have the courage to say it when duty demands it. Kind words never die. You cannot make a railway man in a day, no more than you can polish a costly gem. It requires long years of faithful application to duty; of earnest persistent toil. In order to qualify men for such important trusts, there are innumerable things to learn in the school of stern experience that cannot be acquired in any other way.

The utmost confidence obtains among railway men, it must be so; precious human lives hang on a word, a sign—a time is momentous. Take a wintry night, the storm has raged for days, passengers and important freight has been delayed. All trains are running wild. The aspect of affairs seems awful to the belated traveller anxious to get home where he knows a hearty welcome awaits him in the bosom of his family. Yet the hardy determined railway men have been on duty for forty-eight hours, battling with the elements and facing death and danger in a thousand forms with scarcely a murmur, and like other men they have hearts that love and feel. They have wives and little ones at home anxious for the sound of their returning footsteps. See how the brave engineer takes an order from the telegraph operator, who has simply written the word correct across it. He reads it carefully and without a word or doubt, mounts his fiery steed, and dashes onward to the goal regardless of darkness or danger, thinking only of home and duty. The same may be said of the conductor and his brakemen, whose posts of duty are most hazardous.

The railway man may be designated the soldier of commerce and peace. He is an outcome of a higher civilization than the warrior bold who has won fame on a thousand bloody fields and made the annals of his country glorious with the records of his heroic deeds. Though a nation strews his grave with flowers and carves his name on the imperishable monument once happy homes were made for ever desolate and widows and orphans followed his train, and a nation put on mourning at the blast of his bugle when once he sounds the advance. His education and that of the railway man is precisely the reverse, in many respects. The railway man's motto is *safety and dispatch* while the soldier's motto is *destruction and dispatch* with a vengeance, and yet there is a most striking analogy between the two callings. The imperative orders that must be obeyed, sacrificing self interest and comfort for the safety and happiness of others; doing one's duty at all hazards; meeting and overcoming difficulties that to ordinary men seem insurmountable, and yet they only seem like play things to men who never say "can't," it must be done and that's all about it. The military man levels cities, strews the seas with wrecks, cuts away bridges, devastates the country, in a word destroys commerce and exhausts the life blood and treasure of a nation, while the railway man opens great highways of communication with heretofore inaccessible regions, planting the earth with homes of peace and content, builds cities, bridges the mighty rivers, cuts paths through mountains for up among the eternal snows, develops commerce in its broadest sense and transports the products of the populous continents to the sea board, covering the ocean with lines of palatial steamships and the white sails of commerce. They are both men with no scare in their make up. Men of the strong motive temperament. The one's mission is war the other's peace, but if there is ever to be another Waterloo the railway man will act a greater part than heretofore. For with the lightning and pent up force of steam in his hands, he may concentrate the marshalled millions and pride of nations in terrible array on one vast bloody field where amid sulphurous smoke, the rumbling of car wheels and the awful bellowing of cannonade, the fate of nations will tremble in the balance or be decided. As we write we recall the names of many heroes of the rail whose once familiar faces passed the line of our vision in the busy arena of railway life. We desist from calling the roll as it will bring up sad memories and then their name is Legion for they have met their fate in a thousand forms while in discharge of duty on all lines. The Recording Angel knows best where and how they fell.

"Their graves are scattered far and wide,
By mountain, stream and sea."

Railway life has also its humorous side.

Burdette speaking of the train baggage-master says that he is a cross between a steam engine and a stump extractor. But of all the undefinable men employed on railways the station agent takes the cake. He is indispensable both to the railway and the public. He must be made of good metal and possess great staying qualities. To define him you may take all the resources of Worcester and Webster and a revised edition of Chambers encyclopedia, with the forces of an electric battery and the mysterious contraction and expansion of a thermometer that registers from 125 in the shade to 60 below zero, and blend them all into one harmonious living moving acting demonstration being that never eats only when he can find time, and never sleeps except when he can't help it, who is always on duty day and night, and when on duty is every where present; knows everything that is going on around him; has both eyes and ears open; looks out for business; always looks pleasant; answers all questions pleasantly, even the man who asks if that time is correct when everybody knows that one of the indispensable

things about railways is correct time; he forecasts the weather for the information of his superintendent; tells which way the wind blows and how hard; takes an interest in farming; watches the growing crops, the rainfalls, the hail storms, the summer frosts, then anticipates the harvest; gives full details of the acreage under crop; the yield per acre, so that from his keen judgment the markets of the world are affected and prices go up or down long before the fields are fully ripened and these are only a very few of the things he has to do. No wonder he has to smile when some people intimate in plain English that he has nothing to do and gets a fat salary for doing it. Why people want to look out for agents? They are generally very quiet and though men of few words, they keep up a great thinking. They are liable when turned loose to do things that surprise people. We know one man in the West who this year raised fifty thousand bushels of wheat and made a small fortune at one stroke of genius.

IS MARRIAGE A FAILURE?

Never in the world's history was this question more frequently asked or more prominently before the masses, and what is there in it anyway? We have no time for idle discussion. We prefer to do something. As well ask the sun a failure because we may occasionally discover an eclipse, or is the earth a grand failure because to many it is not a paradise? Life is what you make it, young man, and young woman too. Divine laws cannot be broken with impunity. As a man goes so shall he reap and the same is true of a nation. Do not heed the clamor of the thoughtless, excited multitude, but listen to the voice of reason. Go bend your ear and catch the voice of ages that comes welling up from the silent past, from a hundred million homes, whose influence will be felt throughout all coming time; whence sprang our greatness; what fired the blood of the patriots, the heroes and the martyrs, who bequeathed to us our franchise and religious freedom. If marriage is a failure then home is a failure. Did not the influence of the Spartan mother, and their homes make them irresistible in the wild tumult of battle. Love of home with them was stronger than death, yet Christianity had not consecrated their altars. Have we degenerated? No, not let a traitor dare quench the light of home and lay his polluted hand on its hallowed altar, made sacred by the blood of our fathers, and the marshalled armies of the universe would rise in defence of home and demand a halt. No, marriage as God intended it, is not a failure, and the light of home shall burn with increasing lustre, until the world's funeral day when the very stars go out.

THE BRITISH EMPIRE.

The following gives the reader some idea of the extent and vastness of the British Empire upon whose conquests and possessions the sun never sets, with present population in round numbers, as follows:

England	25,000,000
Wales	1,370,000
Scotland	3,750,000
Ireland	5,300,000
Isle of Man	60,000
Channel Islands	90,000
Army, Navy and Island	225,000
British India	270,000,000
Canada	6,000,000
Australasia	2,500,000
Possessions in America	1,800,000
Possessions in Europe	450,000
Possessions in Asia	3,000,000
Possessions in Africa	2,000,000

Grand Total..... 324,135,000
Total area in square miles 8,500,000
Canada alone has an area of 3,436,542

A BOON AND A BLESSING.

A boon and a blessing to mankind is Hazzard's Yellow Oil, the great pain destroyer and healing remedy for internal and external use. Yellow Oil cures all aches and pains, rheumatism, lame backs, sore throats, croup, deafness, ear-aches, contracted cords and lameness. Precure it of your drug gist.

A thaw and heavy rains have caused serious floods in the Midlands in the west of England. Numerous fatalities are reported.

QU'APPELLE OBSERVATORY.

Readings of the thermometers for the week ending Wednesday, March 13th, 1889:

	6 a.m.	1 p.m.	6 p.m.
Thursday, Mar. 7,	25	36	19
Friday, Mar. 8,	15	22	25
Saturday, Mar. 9,	11	20	34
Sunday, Mar. 10,	16	36	42
Monday, Mar. 11,	19	37	28
Tuesday, Mar. 12,	20	12	0
Wednesday, Mar. 13,	4	8	4

	6 a.m.	1 p.m.	6 p.m.
Thursday, Mar. 7,	sw 4	sw 14	sw 12
Friday, Mar. 8,	calm	sw 4	sw 4
Saturday, Mar. 9,	sw 12	sw 12	sw 12
Sunday, Mar. 10,	sw 8	sw 12	sw 12
Monday, Mar. 11,	sw 6	sw 10	sw 12
Tuesday, Mar. 12,	sw 22	sw 38	sw 22
Wednesday, Mar. 13,	calm	calm	sw 10

The Qu'Appelle Progress

The Leading Paper in
East Assiniboia.

Only \$1.00 a Year in Advance.

FRIDAY, MARCH 15, 1889.



Bunce Canvasser—I can't be mistaken! Aren't you a son of the Wilners, of Richmond?
His Prey—No, I'm a son of a cannon, of Salt Lake City, and you don't want to fool 'round 'tuz muzzle, young fellow.

PAY UP.

There is a considerable number of our subscribers who are in arrears for THE PROGRESS. At the low rate of one dollar a year we should receive the subscriptions in advance. It should not be necessary for us to send out accounts for subscriptions, nor should we be required to send out a collector. We hope those interested will take these hints kindly and let us hear from them, as we are really furnishing a better paper than the extent of our patronage is legitimately entitled to.

Home & Gossip.

Little Local Links in the Town's
Chain of History.

QU'APPELLE.

- More snow.
- A young winter.
- Seeding operations suspended.
- Mr. L. W. Mulholland, a former resident, was in town last week.
- Mr. J. H. Ellis, of Ellsboro, gave THE PROGRESS a friendly call yesterday.
- We had a visit last week from Mr. T. L. Bray and Mr. S. V. Bray, of Wolseley.
- All parties having books from the reading room are requested to return them at once.
- The cricket club held a meeting on Saturday last and decided to give a concert on Easter Monday evening.
- On the first page we give two illustrations that we endeavored to procure for last week's issue, but they arrived to late.
- The letters from farmers crowded out last week are given in this issue together with a large amount of other matter held over.
- Mr. A. M. McLane, one of the District immigration delegates east, started by this morning's train for the east. He goes direct to Ottawa first, and will work his way on the C. P. R. lines from that point to Toronto.
- A meeting of the ratepayers of Ward No. 1 of this municipality is called for the purpose of discussing the Herd law, the meeting to be held at the Edgely school house at 5 o'clock, on Saturday, the 23rd inst. All ratepayers of the Ward are requested to attend.

—Mr. A. E. Banbury, of Wolseley, was in town yesterday.

—Mr. J. C. Price, wagon maker, has purchased the old photograph gallery and moved it to Casswell st. where he is fitting it up for a work shop.

—We stated in our last issue that 2000 copies were issued. There was indeed such a big demand for our last number that we printed in all 2800 copies. Extra copies can be obtained at this office.

—A meeting of the Qu'Appelle Brass Band will be held on Wednesday night next, 20th inst., in the school house. All those desiring to join are requested to attend, as the new band master will be in attendance.

—The R. C. Ladies Aid Society of this place will exhibit fancy work and other articles in the immigration building, on Monday afternoon next, the 18th inst., and a draw for the same will take place at 20 o'clock, same evening. Tickets 50 cents each, or three for \$1.00, obtainable from any of the ladies belonging to the above Society. Every ticket gets a prize. All are invited.

—On Saturday evening last a meeting of citizens and members of the brass band was held at the Queen's hotel. Mr. R. Dundas Stroug was appointed chairman, and Mr. T. T. Thomson secretary. After some discussion it was decided to assist the band in the payment of a teacher. Mr. St. Louis, whose services have been secured, is now on his way from Prince Albert, and will take charge of the band on his arrival.

—At the Leland: J. Waddell, Moose Jaw; W. W. McNichol, A. E. MacCaul, J. Burnett, V. S. Regina; Dr. M. M. Seymour, Mrs. Seymour, Fort Qu'Appelle; Daniel Cameron, G. T. Oliver, R. Rakely, C. H. Girdlestone, J. C. Gillespie, L. C. McIntyre, Winnipeg; J. A. Lind, Port Portage; M. N. W. J. McKenzie, Crooked Lakes; C. H. Larkin, Brandon; J. H. L. Rinkles, Carberry; H. W. Gourlie, Toronto; L. W. Mulholland, Oak Lake.

—At the Queen's: W. Gordon, Geo. Ralston, Regina; Harry Walters, Prince Albert; Mrs. Alex. Stewart, W. G. Toole, Ottawa; C. McLean, Moosemin; P. Powell, W. Powell, E. Sample, Jno. Sample, Pheasant Plains; W. Anderson, J. Raye, A. Boyd, Indian Head; F. Ford, Geo. Goldie, Fort Qu'Appelle; Harry Roe, J. Davis, W. Harvey, C. G. Booth, Sinitahua; F. Campbell, A. Maybee, Camington, Ont.; J. M. Cameron, R. Stewart T. Blackwood, Winnipeg; R. Collins, Brandon.

—A grand instrumental, vocal and operatic concert will be given by the Qu'Appelle Cricket Club on Easter Monday evening, the 22nd day of April next. A committee consisting of Rev. W. H. Green, Corp'l. Patches and Messrs. Beauchamp, Sperling and Stroug, have the arrangements in hand. The program is intended to include orchestral pieces, glee songs, and a burlesque operetta, and it is confidently expected by the committee that the Qu'Appelle Brass Band, with their new conductor, will take part in the entertainment.

BASE BALL CLUB.

A most enthusiastic meeting of the members and friends of the Base Ball Club, was held in the school house, on Wednesday evening last. Mr. Davidson occupied the chair and Mr. Bulvey acted as secretary.

Mr. McCannell, sec-treasurer, gave a statement of receipts and Expenditure, showing a balance of \$26.80, besides a stock on hand of material and outfit, consisting of seven balls, mask, gloves, ground fittings, lumber, etc.

The report was adopted. Mr. Davidson, M.T.L., was appointed captain; Mr. S. H. Caswell, hon-president; Mr. J. P. Beauchamp, president; Mr. Jas. Scott, vice-president; Mr. G. H. V. Bulvey, sec-treas; Mr. A. C. Paterson, umpire; Mr. T. Drury, custodian. Messrs. Stewart, Vickers and Hudson were appointed to solicit subscriptions.

On motion the fee was set at one dollar.

After vote of thanks to the chairman and also to those officers and others who assisted the club last year, the meeting adjourned.

The Farmers

Tell their Experience in the
Canadian Northwest.

To the Editor of the Progress.

Sir, I have much pleasure in giving my experience in the North West, and my opinion of the country to all who care to read it. I took up a free grant farm of 160 acres in the fall of 1884, having neither money, stock nor implements to start with, and now I own a comfortable log house, stable, granary, team of oxen, pony, horse, and sufficient farm implements to get along with for the time being.

I have avoided going into debt for expensive machinery such as plow, mowing machine, etc., preferring to either hire my cutting device, or exchange work for the use of them with neighbors, and I consider that the best policy for those who can not pay cash for them. I had 7 acres of crop in '87, which yielded an average of 20 bushels per acre, and 18 acres in '88 which averaged 34 bushels per acre. I will have 224 acres of crop this year and purpose breaking an additional 40 acres. I have found it to my interest so far to work away from home during the summer and never had any difficulty in getting work.

I have now a fair start in farming, and at the end of three years from date of entry will have the deed of 160 acres of good wheat land within six miles of a good market.

I worked for a time in Dakota, and saw a small part of that great State and to judge from what I saw and learned of it, I have a decided preference for the Canadian North West. I know of no place where I could have succeeded better in establishing a comfortable and happy home in so short a time.

To say there no difficulties to be met with would be to tell an untruth, but all who are able and willing to work have done well so far as I can see.

I have no hesitation in advising those who are thinking of emigrating to come here. We have room for millions. Bring some capital if you have it and if you have none you will find energy, industry and economy good substitutes.

I have no doubt about the future of the country. The Assiniboia has given us a great heritage and it remains for us who are here now and those who join us in the future to build up a great country.

Yours, etc.,
Geo. E. Hess.

Qu'Appelle, March 10th, 1889.

GOVERNMENT.

EDWIN P. O., March 12, 1889.

To the Editor of the Progress.

Sir, In compliance with your request I have given you a short history of my experience and opinion of the N. W. T. I arrived in Qu'Appelle the 6th day of May, 1884. My wife and 2 children arrived here the 14th of June, 1884. I lived out in a farm for the summer, but in November I came to Qu'Appelle, and spent the winter of the same year, 1885 being the year of the rebellion, I like many more, did not farming. The next year, 1886, I had a excellent crop of wheat. I had a good yield of 20 bushels per acre; barley sown on stubble yielded 17 bushels per acre the land for oats and barley was not planted, but I sowed a few acres in this country I made my mind up to go to work and see to what extent it was possible for a man to better his position in life who had no money to start with. I now own 160 acres of land, consisting of cattle, 2 ponies, 1 team of horses, 5 pigs, about 50 head of poultry (not bad pay for five years work). I finally believe that the time is not far distant when we will be able to say that we have a home in the most prosperous country in the world, for the following simple reasons: We have a very healthy climate; we are owners of the soil; we can grow good crops, and have a good market right at home for all kinds of farm produce; lots of good cattle and the feed for them costs next to nothing, and provisions are very cheap; our soil is very light, and the class of settlers we have here are always ready to help a man in any shape or form to better his position. I think these facts good enough to build up a new country, there are first farmers in the Old Country that started in business with thousands of pounds, that now have to go to work every day as common laborers to earn enough to live on. I know that many would think the country, with the present financial statement of the farmers a paradise to live in. I am surprised that so few have up to the present time come out to this country. I think in the future we may look forward to having a large influx of people from England that will make good settlers for the N. W. T.

Yours, etc.,
J. R. Noarm.

To the Editor of the Progress.

I lived in Cockville, County of Peel, Ont., and worked for farmers there until the year 1882, barely making a living, and seeing no prospect of bettering my condition. I decided to move West, and when I reached Qu'Appelle I had only 50 cents left, but felt rich in the prospects that lay before me. I took up a farm about 3 miles south of Qu'Appelle, and worked out for the first 23 years only while performing my honest duties. I had five acres of crop first year, and an additional five acres every year since. My crop was good every year excepting '86. Last year we had an average of 23 bushels per acre, oats 60 and barley 40.

I have 30 acres ready for crop and the following property: three horses, seven cows and heifer calves, twenty pigs, 40 hens, seven turkeys, stock of hams, mow, rack, ploughs, harrows, and all implements necessary to carry on a well regulated farm.

I remember the climate excellent, we never had as good health as we have had since settling here. I would like to go back to Ontario now to see old friends. I am worth

in-hand \$3,500 and can honestly recommend any of my acquaintances in the East to come out here, land at Qu'Appelle, visit me at "Woodbine Farm," where I will be happy to give information concerning the country and assistance in locating them on farms that for beauty and productiveness cannot be beaten in America.

THOMAS GILL ATKINSON,
WOODBINE FARM,
S. 24-27-14 W. 2nd.

LENTEN SERVICES.

During Lent services will be held in St. Peter's Church as follows in addition to the regular Sunday service:

Wednesdays at 10:30 o'clock, evening and a course of sermons; the subject being "charity," from Cor. 13. Thursdays at 10:30 o'clock, a course of lectures on the history and construction of the prayer book.

Fridays at 10:30 o'clock, evening and choir practice.

The subject of the sermon next Sunday evening will be "Temptation." Children's service next Sunday afternoon at 14:30 o'clock.

THE CRADLE.

McEwen.—At Qu'Appelle, on the 13th inst., the wife of Mr. James McEwen, of a daughter.

THE TOMB.

McEwen.—At Qu'Appelle, on the 13th inst., the infant daughter of Mr. James McEwen.

Directory.

ENGLISH CHURCH.

ST. PETER'S, QU'APPELLE.
Sunday Services, 11 and 10 o'clock every Sunday. Holy Communion every Sunday at 8 o'clock and 12 o'clock alternately. Sunday school at halfpast 10 o'clock the first Sunday in the month.

Evening on Wednesdays at 10:30 and Fridays at 10 o'clock. Choir practice afterwards.

ROMAN CATHOLIC.

Evening every Sunday at 10 o'clock except on a month when there will be Matins and Holy Communion at 11 o'clock.

METHODIST CHURCH.

Rev. A. Andrews, Qu'Appelle.
Services every Sunday evening at 10 o'clock. Sunday School and Teaching Services at 11 o'clock. Class meeting every Sunday morning after service. Praying meeting every Wednesday evening at half past 10 o'clock.

UNITARIAN CHURCH.

Services every Sunday afternoon at 14:30 o'clock, (2:30 p.m.)

PROTESTANT CHURCH.

Services every Sunday morning at 11 and evening at 10 o'clock. Bible Class and Sunday School at 14:30 o'clock. Prayer meeting on Thursday at 10:30 o'clock.

ROMAN CATHOLIC CHURCH.

Services every second Sunday in the month Mass at 10:30 o'clock. Evening service at 10 o'clock (7 p.m.)

MASONIC.

Regular meetings on the Tuesday before full moon, at 20 o'clock. G. R. Murphy, W. M.; J. B. Robinson, Sec.

ROYAL TEMPLARS.

Regular meetings in the Methodist church every Monday evening at 20 o'clock (8 p.m.) G. H. V. Bulvey, Sec.; H. Ames, Sec-Sec.

NORTHWEST PROTESTANT ALLIANCE.
G. H. V. Bulvey, President.

James Weidman, Secretary-Treasurer.
Frank Marwood, Secretary Qu'Appelle Branch.

QU'APPELLE (STATION) POST OFFICE.
Mail closes for the east and west every evening except Wednesday at 10 o'clock; open for delivery at 8 o'clock.

For Port Qu'Appelle, etc., close daily at 10 o'clock, and open for delivery at 18 o'clock. For Prince Albert and points on the Saskatchewan, close every Tuesday at 10 and open for delivery every Tuesday at 8 o'clock.

The post office closes every evening at 10 o'clock; registered mail at 1:30, and money order courtment at 15 o'clock.

QU'APPELLE PUBLIC SCHOOL.

P. S. McCannell, Principal; Miss S. Bulvey, Assistant.

MUNICIPAL COUNCIL.

The regular meeting of the Council is held on the first Saturday of each month. J. F. Cates, B. S. Ross, Jas. Smith, J. H. Fraser, W. S. Redpath, Councillors; A. M. McLane, Clerk.

BOARD OF TRADE.

Holds regular monthly meetings, with weekly meetings of Executive.
J. F. Beauchamp, President; T. T. Thomson, Secretary.

CRICKET CLUB.

G. S. Davidson, President; R. Dundas Stroug, Secretary; R. Peck, Captain.

BASE BALL CLUB.

S. H. Caswell, Captain; G. H. V. Bulvey, President; D. S. McCannell, Secretary.

QU'APPELLE HUNT.

Lieut-Governor Reid, Patron; H. Peck, Master; A. B. B. Spelling, Secretary.

TURKISH CLUB.

S. H. Caswell, President.
J. H. MacCall, Secretary-Treasurer.

LIBERAL-CONSERVATIVE ASSOCIATION.

A. Webster, President; G. R. Murphy, Secretary.

LIBERAL ASSOCIATION.

Col. J. H. Thompson, Hon. President; James Smith, President; G. H. V. Bulvey, Secretary.

Public Notice.

By the Trustees of the School District of the GLENFELL, Protestant Public School District No. 150 of the Northwest Territories. Whereas it is deemed expedient by the Trustees of the School District of the GLENFELL Protestant Public School District No. 150 of the Northwest Territories, that the sum of Six Hundred and Fifty Dollars should be borrowed on the security of the said School District by the issue of Debentures repayable to the bearer in Five equal annual consecutive instalments, the same to be secured with interest at the rate of eight per cent. per annum for the following purposes, namely:

For the erection of a School Building for said District.

Therefore, notice is hereby given by the Trustees of said School District that a Poll will be opened by the undersigned Chairman of the said Trustees at his residence, Grenfell, on

Thursday, the 28th day of March, 1889,

At the hour of Ten o'clock, a.m. and will continue open until Four o'clock, p.m. of the same day, when the votes of those duly qualified to vote thereon, will be taken for or against raising the said sum of Six Hundred and Fifty dollars by way of a loan on the security of the said School District as hereinbefore set forth.

The qualification of voters is expressed in the following oath which persons desiring to vote, must take if required:

"I, A. B., do solemnly swear that I am a bona-fide resident ratepayer of the School District of GLENFELL, Protestant Public School District No. 150 of the North-West Territories; that I am of the full age and years; and that I am not an alien or unfranchised Indian; that I have not voted before at this election and that I have not received any reward either directly or indirectly, nor have I any hope of receiving any reward for voting at this time and place. So help me God."

Of which all persons interested are hereby notified and are required to govern themselves accordingly.

H. COY, Chairman.
ALBERT SWITZER.
M. FREEMAN. Trustees.

Dated at Grenfell this 7th day of March, A. D. 1889.

NOTICE.

To Millers and others in the North-West Territories and throughout Manitoba.

CREATED TENDERS, accompanied by One Hundred Pound Samples of Flour, and endorsed "Tender for Flour or Bacon or both," will be received at the office of the Indian Commissioner at Regina, up to noon of Tuesday, the second of April, 1889.

Forms of tender giving full particulars relative to the quality, quantity and points of delivery of the flour and bacon required, may be obtained by applying to the Department of Indian Affairs, Ottawa, or to the Indian Commissioner for Manitoba and the North-West Territories at Regina, or to E. McColl, Indian Affairs, Winnipeg; no tender will be entertained unless it is made on one of these forms. Each tender must be accompanied by an accepted cheque, for at least five per cent. of the amount thereof, which will be forfeited if the tenderer declines to enter into a contract based on the tender when called upon to do so, or if he fails to fulfil his contract to the satisfaction of the Department. If the tenderer prefers to do so he may deposit with the Indian Commissioner or E. McColl, Winnipeg, in lieu of an accepted cheque, the notes of any Chartered Bank in Canada to an equal amount.

Cheques and accepted bank notes tendered not accepted will be returned, but a cheque deposited by a successful tenderer will be retained until the satisfactory completion of his contract. Each tenderer is required to show in his tender the full value of all the flour or bacon which he is prepared to deliver under contract, or his tender will not be entertained.

Each tender must, in addition to the signature of the tenderer, be signed by two sureties acceptable to the Department, for the proper performance of the contract.

Tenders will be entertained for a portion or the whole quantity of flour or bacon required at any given point.

Samples of flour will be returned if desired, to unsuccessful tenderers at their own expense on their application, and the same will be submitted by a successful tenderer may be counted by him as a delivery on account of his contract.

In all cases where transportation may be only partly by rail, contractors must make proper arrangements for their flour or bacon to be forwarded at once from railway stations to its destination in the Government Warehouse at the point of delivery.

The lowest, or any tender, not necessarily accepted.

L. YANKOIGHNEY,
Deputy of the Supt.-Gen. of Indian Affairs.

Dept. of Indian Affairs,
Ottawa, 23rd February, 1889.

Mortgage Sale

OF VALUABLE FARM LANDS IN DISTRICT OF ASSINIBOIA, N. W. T.

In virtue of Power of Sale contained in a certain mortgage which will be produced and the same will be offered for sale, by public auction, by Geo. F. Dunn, Esq., Auctioneer, at his Sale Rooms in the Town of Moosemin, N. W. T., on Saturday, 20th day of March, A. D. 1889, at the hour of 12 o'clock, to-wit:

The East half of Sec. 20, in Township 18 North, in Range nine, West of the second principal meridian in the North-West Territory of Canada.

This farm is about six miles North of Summerby station on the C. P. R., and contains 220 acres, 100 of which have been cropped, and the balance are in grass and a frame granary.

For further particulars, terms and conditions of sale made known day of sale, or on application to said Auctioneer, or to

ANDREWS & ANDREWS,
Vendor's Solicitors,
Winnipeg.

Dated 7th March, 1889.